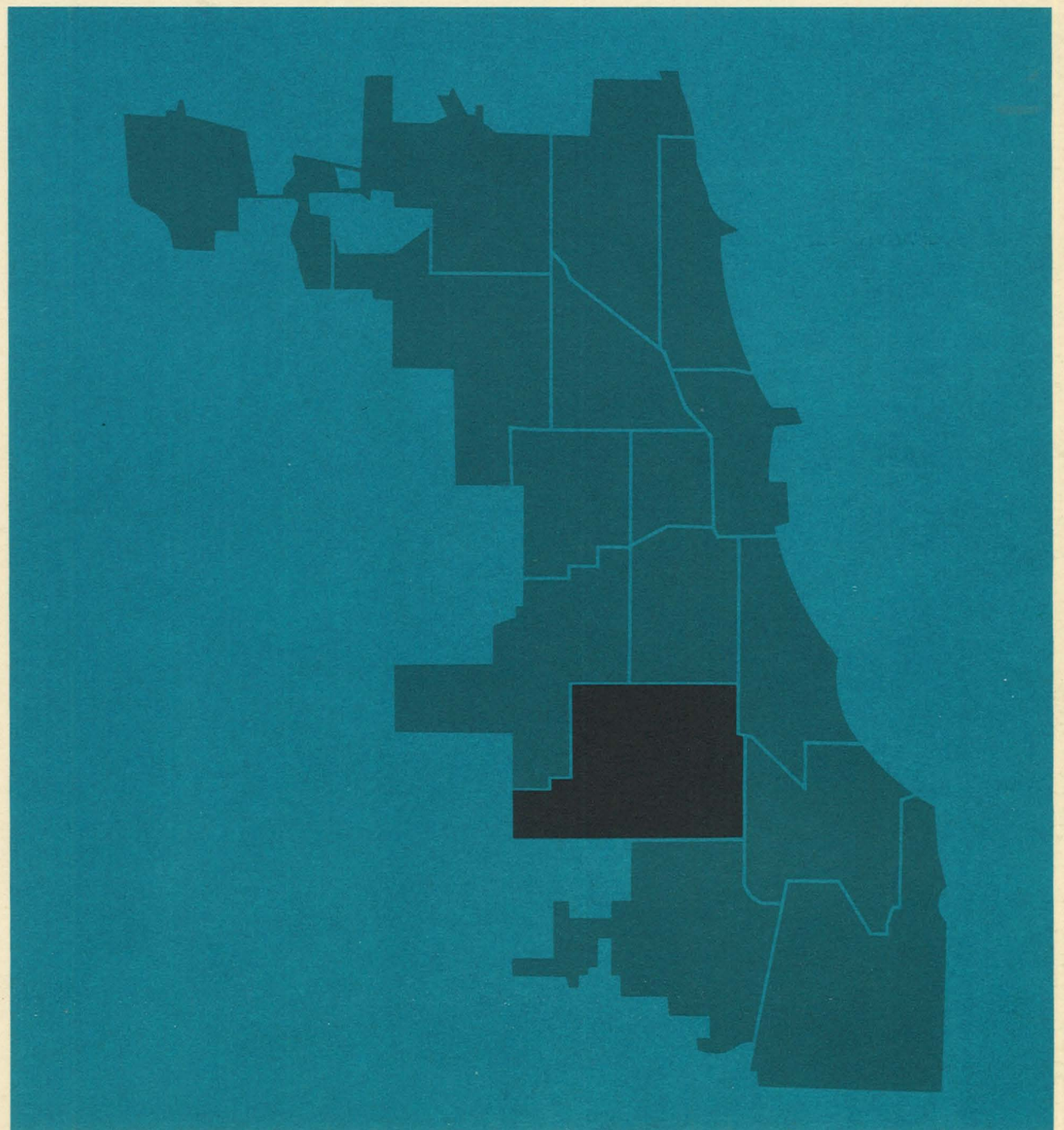


MID-SOUTH

DEVELOPMENT AREA

Department of Development and Planning



City of Chicago, Richard J. Daley, Mayor

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Mid-South Development Area

City of Chicago, Richard J. Daley, Mayor

Lewis W. Hill, Commissioner of Development and Planning

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PURPOSE OF THE DEVELOPMENT AREA REPORTS

The Development Area reports have been prepared to inform Chicago citizens of the meaning of the *Comprehensive Plan's* recommendations for each area of the city, to aid in the exchange of information about community needs between citizens and government that is necessary to the development of a cooperative planning process, and to facilitate the co-ordination of plans and programs for community improvements. There are 16 Development Areas, covering the entire city, each with a population of 150,000 to 300,000 people and with a land area of 6 to 20 square miles.

The Development Area reports suggest land use changes, residential and industrial improvements, transportation improvements and community facilities and social programs needed to achieve the goals of the *Comprehensive Plan* in each area. The reports are intended to stimulate community discussion of issues, problems, and solutions. This discussion will lead to formulation of a planning framework for each area to be used by government and citizens for scheduling and co-ordinating programs and community improvements.

The various kinds of projects that the city undertakes need to be co-ordinated if they are to produce maximum benefits for the communities they serve. Experience has demonstrated that Chicago is too large to deal with as a whole in co-ordinating and scheduling specific projects. Thus, the Development Areas represent a very practical means of focusing the planning process on localized needs and conditions while remaining within the context of city-wide *Comprehensive Plan* policies and goals.

The recommendations in the Development Area reports are ideas and suggestions for consideration. They do not represent final plans for the areas, nor do they cover all issues. The reports recognize that not all planning problems have clear or immediate solutions and in some cases, questions are raised in the expectation that the best solution will evolve only through community discussion.

The Review Process

Four steps will be followed in reviewing and

revising the Development Area reports:

- Each Development Area report will be distributed to civic organizations and other private groups, both within the local area and city-wide.

- Representatives of City Government will meet with groups and individuals in each area to discuss the report. Findings will be modified, other ideas sought, and approaches to resolving issues will be explored.

- Appropriate revisions in the proposals will then be made, which will result in a planning framework for the Development Area. After public discussion, the planning framework would be adopted by the Chicago Plan Commission as a policy guide in reviewing projects and programs for the area.

- Using the planning framework as a guide the Department of Development and Planning will work with other agencies to modify and co-ordinate programs and projects to meet the area's critical needs and to achieve local objectives.

Chicago is constantly changing. Therefore, from time to time, each planning framework will be reviewed and adjusted or amended to reflect new needs or changes in objectives as they are identified in the continuing process of planning.

From Plans to Action

In recent years new transportation facilities, urban renewal, and other public and private developments have greatly improved the city's appearance and livability, and the opportunities and capabilities of its people. Still greater effort and further improvement will be necessary if Chicago is to meet its commitment to the strategic objectives of the *Comprehensive Plan*. In the coming years sections of the city must be rebuilt or rehabilitated to meet the rising expectations for living standards of all its people. New ways must be found for meeting social concerns, for strengthening capabilities and for broadening opportunities. Achieving the kind of city envisioned in the *Comprehensive Plan* will call for the ideas, widespread support, and involvement of all of the people of Chicago.

MID-SOUTH DEVELOPMENT AREA

The map on the cover of this report shows the position of the Mid-South Development Area within the City of Chicago. The boundaries are Garfield Boulevard on the north, the Dan Ryan Expressway on the east, 87th Street and the city limits on the south and the city limits, 77th Street, the Belt Railway, and Pulaski Road on the west.

Fifteen of the 227 square miles of Chicago lie within the Development Area. It is largely a residential area, with a population of 333,069 at the 1960 Census. These fifteen square miles include the entire community areas of Ashburn, Chicago Lawn, West Englewood and Englewood, a substantial part of Auburn-Gresham and smaller parts of Greater Grand Crossing and Chatham.

Originally swamp, prairie, and forest land, the Mid-South remained sparsely populated until industrial development and the coming of railroads provided local employment or access to employment elsewhere. The oldest area, Englewood, was first settled after the Chicago fire of 1871 when thousands of people seeking new homes in outlying parts of the city settled in the vicinity of Normalville, an early community of business and professional men, which already had excellent transportation. With the addition of electric streetcar lines, many stockyards and industrial workers began to move from older areas into Englewood, and its growth was essentially completed by 1905. The remainder of the Development Area matured later with the further extension of streetcar and rapid transit lines. The majority of these communities were built up by 1930, but in Ashburn, real growth began with the demand for housing near the area's expanding industrial plants during the second World War.

The majority of the early settlers were German, Irish and Scandinavian, although in some areas other groups, including Czechs, Poles and Lithuanians, were also numerous. Negro settlements developed before the turn of the century in Englewood and West Englewood. The early groupings along lines of national origin are still in evidence in the central and western parts of the Development Area, while since 1950, the Negro population has become predominant in the eastern sections.

The Mid-South Development Area today is a low to medium density residential area of single-family, two-flat and small apartment buildings. Single-family houses are predominant in the western sections, and the Ashburn community is an almost exclusively single-family development.

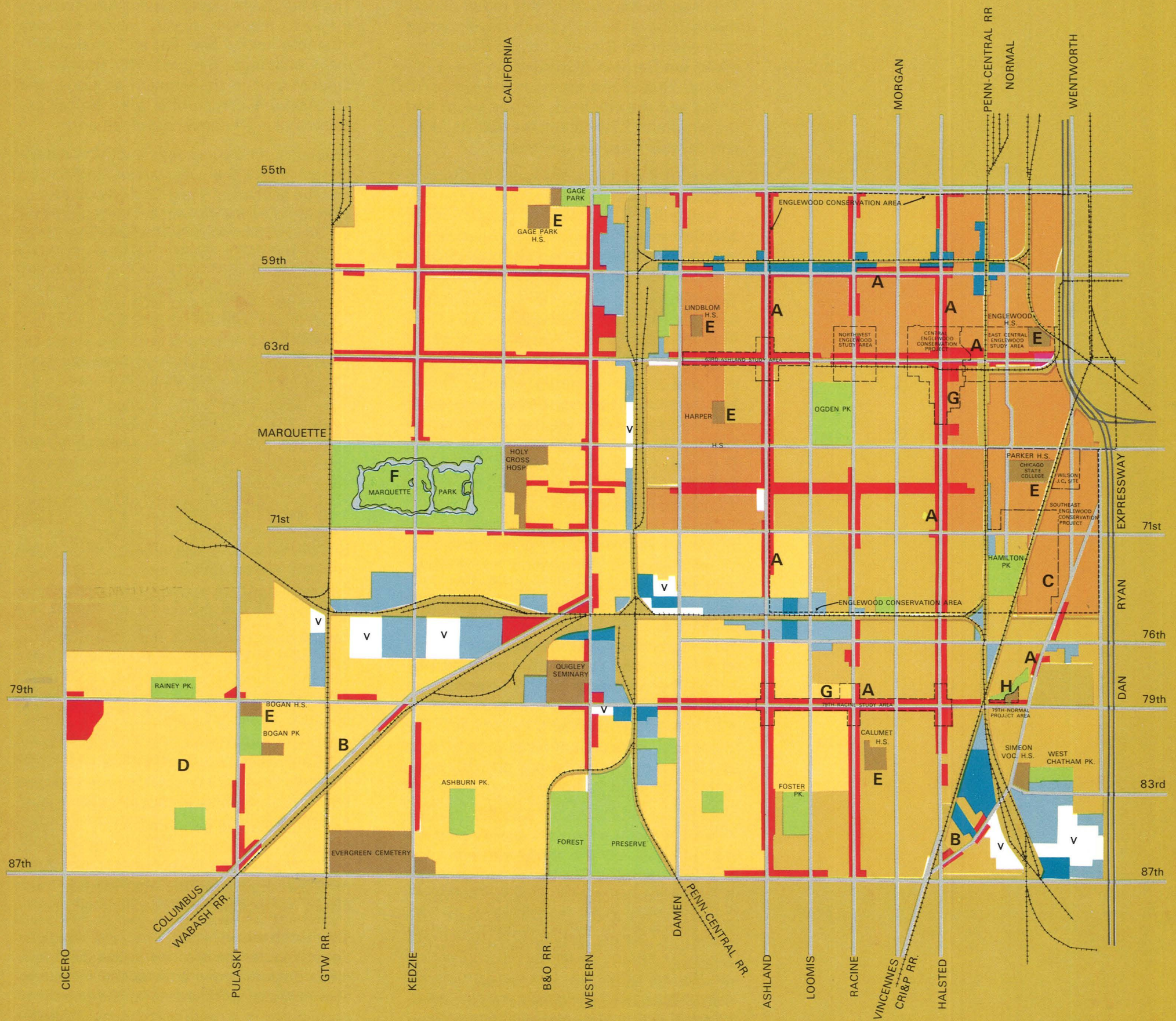
Problems of housing deficiency and deterioration affect the older areas. Englewood and the section of West Englewood east of Ashland Avenue have been designated as a Conservation Area by the Department of Urban Renewal. Comprehensive programs of redevelopment, rehabilitation, and maintenance are needed to bring the area up to contemporary structural and environmental standards.

The Development Area contains three small industrial districts and parts of two larger ones associated with railroad lines and yards. The condition of these districts is generally good, and is very good in the more recently developed larger concentrations. There tend to be small pockets of industrial blight associated with bulk storage uses along railroad tracks, and parts of the smaller districts intrude into residential areas with an adverse effect.

The Development Area contains Chicago's largest regional business center outside the central business district. It is currently being improved as a part of the Englewood Conservation Area. The remaining retail business development, which takes the form of strips along mile and half-mile streets, could be improved by reducing the amount of floor space and providing off-street parking.

The accessibility of the Mid-South Development Area will be increased by the construction of the Crosstown Expressway and the improvement of Western Avenue. Both of these improvements will include provision for express public transit service.

Other community needs include the continued maintenance of the housing stock in areas outside those covered by conservation projects, an increase in the supply of good housing, a more open housing market, and increased provision of open space and community facilities throughout the Development Area.



Planning Framework

Characteristics Mid-South Development Area

Residence in Good Condition	
Residence in Need of Some Improvement	
Residence in Need of Major Repair	
Business Concentration	
Industry in Good Condition	
Industry in Need of Some Improvement	
Park	
Institution	
A Obsolete Commercial	
B Diagonal Street	
C Housing and Environmental Problems	
D Well Maintained Residential Community	
E Overcrowded High School	
F Underused Regional Parks	
G Urban Renewal Project	
H Adverse Mix of Land Uses	
V Substantial Vacant Tract	

Objectives

The *Comprehensive Plan of Chicago* is designed to improve the quality of life in the city through a wide range of actions directed toward both human opportunity and physical order. The following specific planning objectives for the Mid-South Development Area are addressed to this end:

1. Maintain residential areas of high quality and improve those which have deteriorated. Increase the supply of standard housing by rebuilding in older areas. Seek a greater acceptance of open housing policies.
2. Provide public and private mental health services and increase health services, family counseling, day care, activities for youth and services for the elderly.
3. Provide more well designed local parks and imaginatively developed playlots both in congested inner areas and in areas of recent residential growth. Wherever possible relate park system expansions to school sites and provide indoor cultural and recreational facilities.
4. Provide high quality educational programs for all age, ability, income and racial groups. Expand Head Start and continuing adult education programs to enable all citizens to develop their capabilities. Improve

existing school buildings and provide new ones that reflect concepts derived from current programs and experimentation.

5. Provide modernized Police and Fire Department facilities where needed. Encourage greater understanding and cooperation between communities and the police, and enlist community support for both fire and crime prevention programs.

6. Provide more efficient and attractive commercial facilities by encouraging the consolidation of businesses into competitive, customer-oriented retail and special service centers.

7. Encourage industry to meet contemporary standards regarding parking, screening noise and air pollution. Encourage the consolidation of older industrial districts by replacing or rehabilitating deficient buildings and removing non-industrial uses.

8. Improve the area's accessibility through increasing the capacity of major streets where necessary and constructing the Crosstown Expressway and associated public transportation. Give high priority to the elimination of grade crossings and to the reduction of rail rights-of-way throughout the area.

Existing Conditions and Recommendations

Population Characteristics

The growth of population in the Mid-South Development Area has been typical of the city's pattern of expansion—the early settlers moving to areas further out as new transportation lines became available. The population in most parts of the Development Area reached a peak in the 1930's, and has declined since then. The exception to this pattern is Ashburn which only began to grow rapidly in the late 1940's and where construction is still in progress.

The 1960 population of 333,069 was more than nine per cent of the city total. The eastern section of the development area, including the Englewood, Greater Grand Crossing and Ashburn community areas, had a smaller proportion of adults over the age of 65 than the city as a whole and a larger proportion of children under 18. The population of the remaining communities, was older than that in the city as a whole.

In 1960, almost two-thirds of the population of the Gage Park, Chicago Lawn, Ashburn and Auburn-Gresham communities was of foreign stock (first or second generation foreign extraction) compared with one-third in the city as a whole. The most common groups were German, Irish, and Polish, with Italians also numerous in Ashburn and West Englewood.

The residential mobility¹ in these areas in 1960 was lower than the city-wide rate. The residential mobility in the eastern section of the Development Area between 1955 and 1960 was substantially above the city figure, since it was during that period and the five years preceding it that the greatest increase in the non-white population took place.

In 1960, educational levels in much of the Development Area were at or above the city median. The highest figures were found in Ashburn and Auburn-Gresham, while in Englewood, West Englewood and Gage Park the median number of school years completed was lower than in the city as a whole. Income levels more nearly matched educational levels in white areas than in non-white areas. Median family income everywhere except in Englewood was near or above the city median. The percentage of white-collar workers was highest in Ashburn and Auburn-Gresham, approximately 42% compared with 37% in the city.

¹ Population over 5 years of age in 1960 who had lived in a different house in 1955.

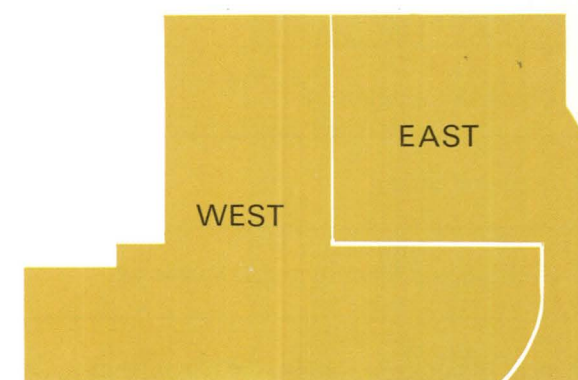
Residence

In 1960, there were 100,562 housing units in the Mid-South Development Area accommodating 333,069 people. 16.2 per cent of these units were considered deficient² compared with the city percentage of 22.6. Almost half of the units were owner-occupied, and over thirteen per cent had been built since 1950. The majority of dwelling units had more than five rooms. Single-family homes and two-flats were dominant in the western sections with four-flats and larger apartment buildings being more common in the eastern sections.

Figures for the Development Area as a whole do not reflect the differences in housing type and quality between the eastern and western sections. Therefore, the Development Area will be discussed as two sub-areas:

—the east sub-area includes all of the Development Area east of the Penn-Central Railroad tracks, north of the Belt Railway and east of the Rock Island railway tracks.

—The west sub-area includes all of the remainder of the Development Area as illustrated on the accompanying map.



Area	Population	Housing Units	Percent Deficient	Percent Owner Occupied
EAST	177,486	51,680	27.9	36.7
WEST	155,583	48,882	3.8	62.2
TOTAL	333,069	100,562	16.2	49.1

East Sub-Area

The first substantial settlements in the east sub-area occurred during the boom period between the Chicago fire in 1871 and the World's Fair of 1893. The area was served

² Deficient housing units include the following census categories: sound units lacking some or all plumbing facilities, all deteriorating and dilapidated units.



This street is typical of many of the newer developments in the Mid South.

by suburban rail and streetcar transportation. Accessibility and the availability of land spurred the building of brick and frame single-family homes in West Englewood and single-family houses and two-family flat buildings in Englewood. Apartment building was stimulated by the extension of elevated lines into Englewood.

Most of this sub-area was built up by the beginning of World War I, and residential building virtually ceased after 1930. An exception to the early development of the sub-area was the southeast corner, part of the community area of Chatham, which was poorly served by transportation until 1920; after that time construction was mainly in the form of brick bungalows.

In 1960, 177,486 people lived in 51,680 units in the east sub-area, and more than a third of the units were owner-occupied. At the time of the census, 28 per cent of the units were considered deficient, but the percentage ranged from nearly 60 per cent in the northeastern part of Englewood to 14 per cent in the southeastern corner of the sub-area. The 1960 gross value of housing in this latter area was near the city-wide median of \$18,000 per unit, while elsewhere it was lower.

The community area of Englewood and the eastern half of West Englewood comprise the oldest section of the Development Area and contain the greatest amount of deficient housing and the most overcrowding. Environmental deficiencies such as yards which are too small to be useful, inadequate parks and play areas, railroads and major streets which dissect the area, scattered industry and large, poorly arranged commercial strips are found in this area. The first step towards the improvement of the area was taken with the designation in 1956 of the Englewood community as a Conservation Area by the Community Conservation Board. In 1962 proposals for the improvement of the area were published. Code enforcement and maintenance of property standards were recommended as well as clearance and redevelopment procedures related to the degree of structural and environmental deficiency and deterioration. Within the Conservation Area, a commercial redevelopment project is already in progress at 63rd and Halsted streets, and a medium-density residential redevelopment and rehabilitation area has been approved in the

southeast corner of the area. Two Study Areas within the Englewood Conservation Area are also under consideration by the Department of Urban Renewal at 63rd Street and Ashland Avenue, and in east-central Englewood. The east sub-area also contains a project area at 79th Street and Normal Avenue which will provide for the expansion of a hospital and new housing construction.

In 1961 the Chicago Housing Authority completed two sections of the Washington Park Homes on small sites at 57th Street and Normal Avenue and at 57th Street and Stewart Avenue. Covering a total area of five acres, they consist of large-unit row-houses and sixteen-story buildings. In 1967 the Chicago Housing Authority completed a thirteen-story building for the elderly at 71st Street and Vincennes Avenue.

The Chicago Dwellings Association built over one hundred single- and two-family units on scattered sites throughout Englewood in 1966. Fourteen more units were under construction in 1967 and additional sites are presently under consideration.



An attractive and well-maintained older section of the west sub-area.

West Sub-Area

Little development occurred in the west sub-area before 1905, and only with the building boom of the 1920's did it develop rapidly. The major building types were brick bungalows and two-flats. By 1930 most parts of the sub-area were substantially built up, and between 1930 and 1960 they grew by less than twenty per cent. The exception was Ashburn in the southwest corner of the development area where growth was very slow until 1945 when the post-war industrial development and housing shortage finally made the area competitive. In 1960, 98 per cent of all housing units in Ashburn were single-family homes built after 1940, and the rate of owner-occupancy in the community area was 95 per cent. Structural conditions throughout the sub-area are good with less than four per cent of units considered deficient in 1960.

Social Programs

The Mid-South Development Area's needs for social programs vary with its communities. The Area is mainly one of middle-income families, headed by blue-collar workers with average needs for services and facilities. The northeastern section, with its relatively high incidence of poverty, needs more specialized services.

Public social services are available to the residents of Englewood and West Englewood through local offices of the Social Security Administration and the Cook County Department of Public Aid. The Chicago Committee on Urban Opportunity operates an Urban Progress Center in the Area where a variety of health, education, manpower, welfare and community services are located. The *Social Services Directory* of the Welfare Council of Metropolitan Chicago lists five private agencies in the Mid-South Development Area. Two of these—the Salvation Army and the YMCA—operate more than one facility in the area.

The Chicago Youth Centers run a branch of Project "Learn" in Englewood, a year-round day-care and pre-school program for children between the ages of 3½ and 5. The Chicago Association for Retarded Children's Southwest School is located in the Englewood area but has a much wider service area than the Mid-South Development Area.

The *Comprehensive Plan* considers the communities east of Racine Avenue and north of 75th Street in the Development Area to be second priority areas for the provision of public health care facilities. Such facilities would be part of the Board of Health's program for providing a variety of health care facilities in centers at convenient locations served by public transportation and close to hospitals. One such center is currently proposed for this area. An outpatient clinic of the Municipal Tuberculosis Sanitarium is presently located to the east in the Southeast Development Area. This clinic is to be replaced by a larger and more modern building located close to the proposed health center. There are two Infant Welfare Clinics of the Chicago Board of Health here. Additional needs exist for prenatal care, dental and eye care, ambulance services, and increased services for the elderly. The provision of health services in this area should be accompanied by programs of health education for the knowledge and motivation needed to make optimum use of new and existing facilities.

The remainder of the Development Area is identified as a fourth priority area for public health programs. The somewhat greater number of doctors available and greater ability to purchase their services make the need for public services less urgent in the western section of the Development Area.

There are four private hospitals in the Development Area. Still, for the majority of the people in Englewood all but emergency care is ordinarily sought at Cook County Hospital. The Hospital Planning Council of Metropolitan Chicago has suggested in its report on the southwestern part of the metropolitan area that the area's hospitals need modern facilities and cooperative planning in order to meet increasing demands for local hospital care.

There are no mental health facilities located in the Mid-South Development Area. This is a particularly urgent need, especially among young people. State authorities have designated thirteen planning areas for mental health care south of Roosevelt Road. Long-range plans call for the development of a community mental health center in each planning area, with first priority generally being given to areas with the highest indicators of poverty and highest rates of admission to state psychiatric institutions.



In the east sub-area, a Conservation Area to improve residential and environmental conditions has been designated.

A recent study by the Welfare Council of Metropolitan Chicago has emphasized the need for day-care for the children of working mothers. The day-care centers in the Mid-South Development Area accommodated a total of 883 children in 1966 whereas the Welfare Council's estimate of need was 6,900. The Community Areas of Englewood and West Englewood are particularly deficient in such services, especially those at low cost and for children under the age of three.

The Mid-South Development Area's ranking on the city scale of appearances before juvenile courts ranges from high to low, the highest being Englewood and the lowest Ashburn. However, a slight rise in the delinquency rate took place in Ashburn, Chicago Lawn, and West Englewood in the period from 1962 to 1965, as compared with the period from 1958 to 1961. In all other areas the rate declined. More family and youth counseling and more social and recreational facilities for young people are needed to bring a continued reduction.

The Commission on Youth Welfare operates three units in the Mid-South Development



Many schools in the Mid-South Development Area are seriously deficient in play space.

Education

The *Comprehensive Plan* states that no single element of the plan is more important to improving a community's environment and expanding the opportunities of its residents than the provision of high quality education. Schools and colleges can play a major role in increasing the ability of people to live together harmoniously.

29,539 students were enrolled in public elementary schools and 17,053 students in public high schools in 1967. 16,655 students were enrolled in 22 Catholic elementary schools within the Development Area, and another 2,416 pupils attended other parochial schools in 1967.

Total school enrollment in the Mid-South Development Area has not increased significantly in the last two years. There are 37 public elementary schools with seven branches, four upper-grade centers and one educational and vocational guidance center in the Development Area. In all but one of the elementary schools there are more than thirty-three pupils per classroom. All of the high schools—six general, one technical and one vocational—are operating with enrollments over 100 per cent

of capacity. Gage Park High School operated at 160 per cent and Parker High School at 179 per cent in 1967. Nine of the elementary schools and Englewood High School are more than fifty years old. Many schools lack adequate play space, especially in the eastern part of the Development Area.

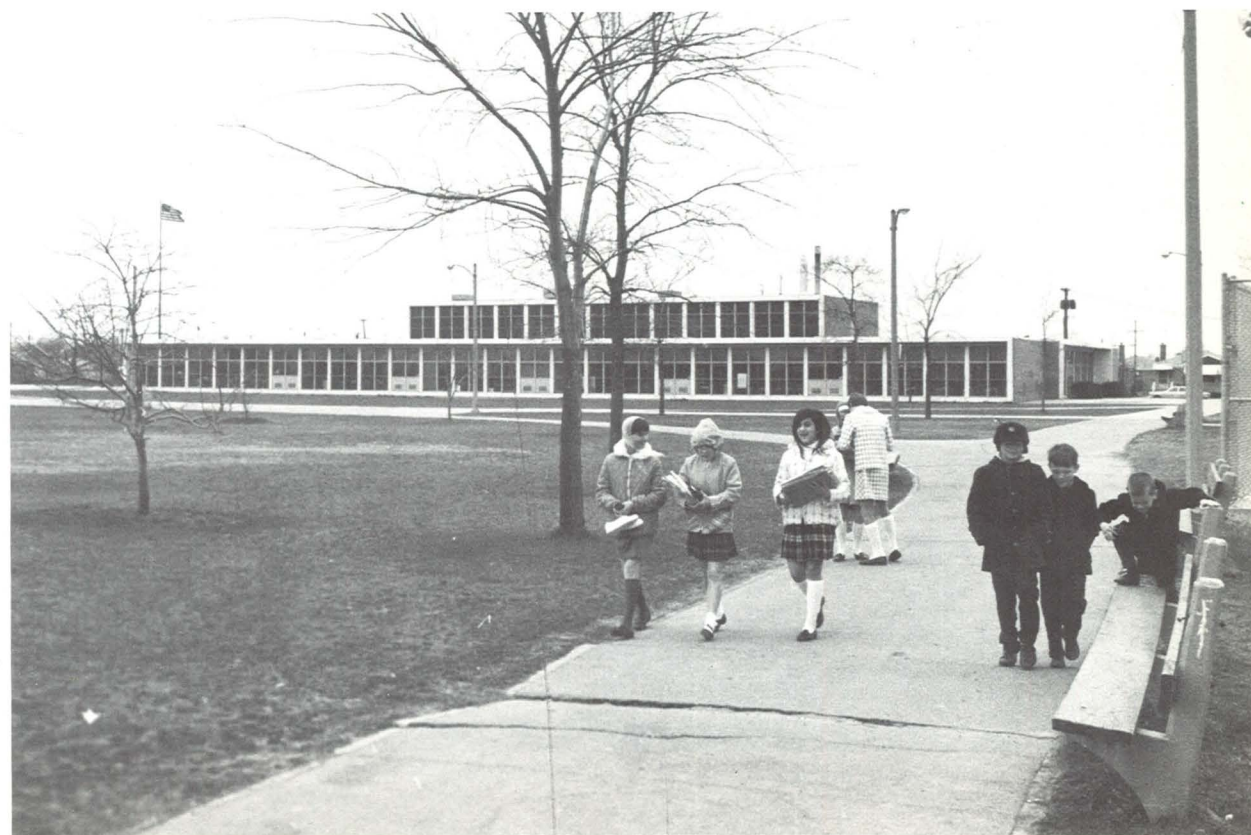
Racial integration in the schools is an issue of great importance in achieving quality education in the Mid-South Development Area. Because of the general pattern of segregation in housing, many of the schools are also segregated. Such a pattern seriously limits the possibility of raising the achievement level of disadvantaged students, or of creating an atmosphere in which democratic attitudes can be fostered in all students. A national study has stated that "racial isolation in the schools also fosters attitudes and behavior that perpetuate isolation in other areas of American life."³ Extensions of two programs which have already been initiated elsewhere in the city could help to combat this racial isolation. The Board of Education has instituted a voluntary busing program permitting students from overcrowded schools which are becoming resegregated to attend less crowded all-white schools. Another pro-

New schools, like this one with adjacent recreation space, must be constructed to replace those facilities which are over fifty years old.

³ United States Commission on Civil Rights, *Racial Isolation in the Public Schools*. Vol. 1. p. 110.

Area, one of them an intensive unit serving Englewood. Similar youth counseling programs are run by civic and community organizations in other parts of the city. They use the voluntary help of students, social workers, clergy and youth officers of the Chicago Police Department to work with youths referred to the organization by the police. Programs of this type need community-wide support.

A number of community organizations in the Mid-South are directing their attention to the environmental problems of their areas and toward questions of housing, welfare, education and racial isolation and transition. Through such activities, by providing people with a means of participating actively in the area's development and by cooperating with other groups, community organizations have a major role to play.



gram, Project Wingspread, permits interchange between Chicago and suburban students.

The quality of the educational programs offered in the schools must be the highest possible. In addition, the particular needs of disadvantaged children in the Development Area should be met early in life by making programs such as Head Start available year-round. Continuing adult education and vocational training are also necessary. School facilities should be made available during and after school hours for such programs and for a variety of other community service functions such as the delivery of social services, community meetings and recreational activities. New facilities should be located and designed to foster such activities and to enhance the community environment. As mentioned in the *Comprehensive Plan*, wherever possible, new parks should be located adjacent to schools so that joint use can be made of limited open and recreational space. Bogan High School and Park exemplify such planning.

Two institutions of higher education—Chicago State College and Wilson Junior College—are located in the eastern section of the Mid-South Development Area. Chicago State College is moving to a new location at 95th Street and Martin Luther King Drive. Wilson Junior College will also move from its present site to one at

Wentworth Avenue and Marquette Road. In both instances facilities and curriculum will be expanded and improved.

Libraries

The Chicago Public Library recommends that all residents of the City have access to a library-owned branch within a reasonable travel radius of their homes. Of the seven library facilities serving the Mid-South Development Area, four branches are in library-owned buildings and three branches are in rented space. These latter three and the two traveling branches which serve parts of Ashburn and Chicago Lawn should be replaced by permanent facilities.

Recreation

The Mid-South Development Area contains 614 acres of park land owned or leased by the Chicago Park District. This amounts to 1.84 acres per thousand residents, somewhat less than the two acres per thousand people by the *Comprehensive Plan* as a minimum goal, but above the 1.6-acre city-wide ratio. Part of the Dan Ryan Forest Preserve of Cook County lies within the Development Area to the north of 87th Street, bringing the total to over 700 acres and the ratio per thousand above two acres.

In any useful evaluation of park space, measures of quantity should be accompanied by discussion of the accessibility, useability and quality of the parks. In the Mid-South Development Area over fifty per cent of the

total Park District acreage is accounted for by one regional facility, Marquette Park. The remaining 28 smaller parks range in size from playlots of less than half an acre to the sixty-acre Ogden Park.

Marquette Park is a major inland park which provides a very wide range of recreational facilities, including a nine-hole golf course. *The Comprehensive Plan* improvement plan for recreation indicates the need to redesign portions of the large parks; a study of ways in which their space could be better used is presently in progress. In Marquette Park the planting of more trees and shrubs and some remodeling of the topography of the park would provide definition between sections of the park devoted to different uses and increase the contrast between the park and the pattern of streets adjoining it. Improved pedestrian connections to the residential areas would also make the facilities more accessible. Additional open space is needed in communities beyond easy walking distance of the park. This need should be met through the provision of park-malls or greenways linking small parks, schools, playlots, activity centers and residential areas.

All of the Development Area east of Western Avenue is considered deficient in open space. Priority should be given to the acquisition of more open space in the form of school-park combinations. New open space should be constructed as part of a linear pattern linking a variety of centers of activity to form a park-mall. Larger parks should follow the example set by Ogden Park where many mature trees, a well designed field house and the curving road running through it provide interest and clear delineation of activity areas.

The 1967-71 *Joint Capital Improvements Program* lists park improvements for the Development Area such as the provision of lighting, walks, paved play areas, spray pools, and baseball and tennis facilities. It also calls for the acquisition of sites for three new parks: two in the Englewood Conservation Area and one at 77th Street and St. Louis Avenue. These new parks will offer opportunities for improved and imaginative design. Increased maintenance and more recreational programs of all types will help to make the parks more useful community assets.



Bogan Park and High School exemplify an effective combination of school and park facilities.

Public Health and Safety

Agencies of city government have been playing broader and more positive roles in the fields of health and safety in recent years. The establishment of the Department of Air Pollution Control and the organization of educational and social programs by the Police and Fire Departments and the Board of Health indicate growing concern with environmental problems in urban industrial areas. These programs emphasize that the achievement of higher standards of environmental quality are the responsibility of the citizen as well as the government.

The Mid-South Development Area is less affected by air pollution than are the more central areas of the city. However, the city-wide nature of this problem calls for a broad base of citizen and business responsibility to support government air pollution control programs.

The 1967 incidence of crime was higher in the Development Area than in 1966, with the eastern portion experiencing a higher crime rate than the southern or western communities. Crime prevention necessitates the full cooperation of citizens, both in crime reporting, as in Operation Crime Stop, and through constructive recreation and training opportunities for juveniles, and greater local participation in government. The Chicago Police Department Community Workshops, for example, are designed to better acquaint the community with the problems of public safety and to obtain its aid and cooperation in crime prevention.

The current program of the Police Department as recommended in the *Comprehensive Plan* calls for the elimination of a district station and the establishment of a new district station and area headquarters complex to serve the western half of the Development Area. The Plan also recommends the eventual elimination of four and the retention of six of existing fire stations, and the construction of four new stations.



This golf course is one of a great variety of recreational facilities provided in Marquette Park.



Auburn Park, with its curving lake, is well related to the scale of the surrounding residences and lends a pleasing interest to the area although it provides only passive open space.



Some parks in the Mid South, such as this one, require imaginative treatment if they are to become places of visual as well as active recreation.

Business

Except in its newest sections, the commercial development of the Mid-South follows the pattern typical for Chicago: convenience goods stores, service, and commercial uses line the major streets, and some larger concentrations permitting comparison shopping are found at major intersections. The ribbon development along the major streets in the eastern part of the development area is characterized by old structures in fair or poor condition, inadequate off-street parking, poor pedestrian circulation, mixed land uses and a number of vacant stores. Much of the land presently occupied by vacant or marginally profitable businesses could be used for other purposes.

An adequate pattern of service in regional, community and neighborhood business centers is proposed in the *Comprehensive Plan*. One reason for the decline of business

volumes in the larger centers in recent years has been the growth of competitive shopping centers in outlying areas. Coordinated public and private efforts should be directed toward making the centers within the city competitive with outlying shopping concentrations.

There are three major shopping centers serving the Mid-South Development Area. One of these, at 63rd and Halsted streets, functions as a regional center. In 1958, this center had the largest volume of sales of any of the business centers in the city outside the downtown area. This area is now part of the Central Englewood Conservation Project, Chicago's first conservation program to include a declining major commercial district. The project involves the redesign of almost eighty acres to form a regional center which will eventually serve

a population of 1,200,000. Off-street parking and the clustering of shops along a mall are to be important improvements. Some ninety per cent of existing floor space is expected to be retained, and about five per cent is to be rebuilt.

The other two major centers are at 79th and Halsted streets and the Scottsdale Shopping Center at 79th Street and Cicero Avenue. Scottsdale Shopping Center is a planned community business center which provides an example of a good layout in a low-density area. The center at 79th and Halsted streets is included in a Study Area of the Department of Urban Renewal and involves an elongated area along 79th Street with Racine Avenue and Ashland Avenue intersections. The Department of Urban Renewal will investigate the potential for consolidating shopping facilities at these



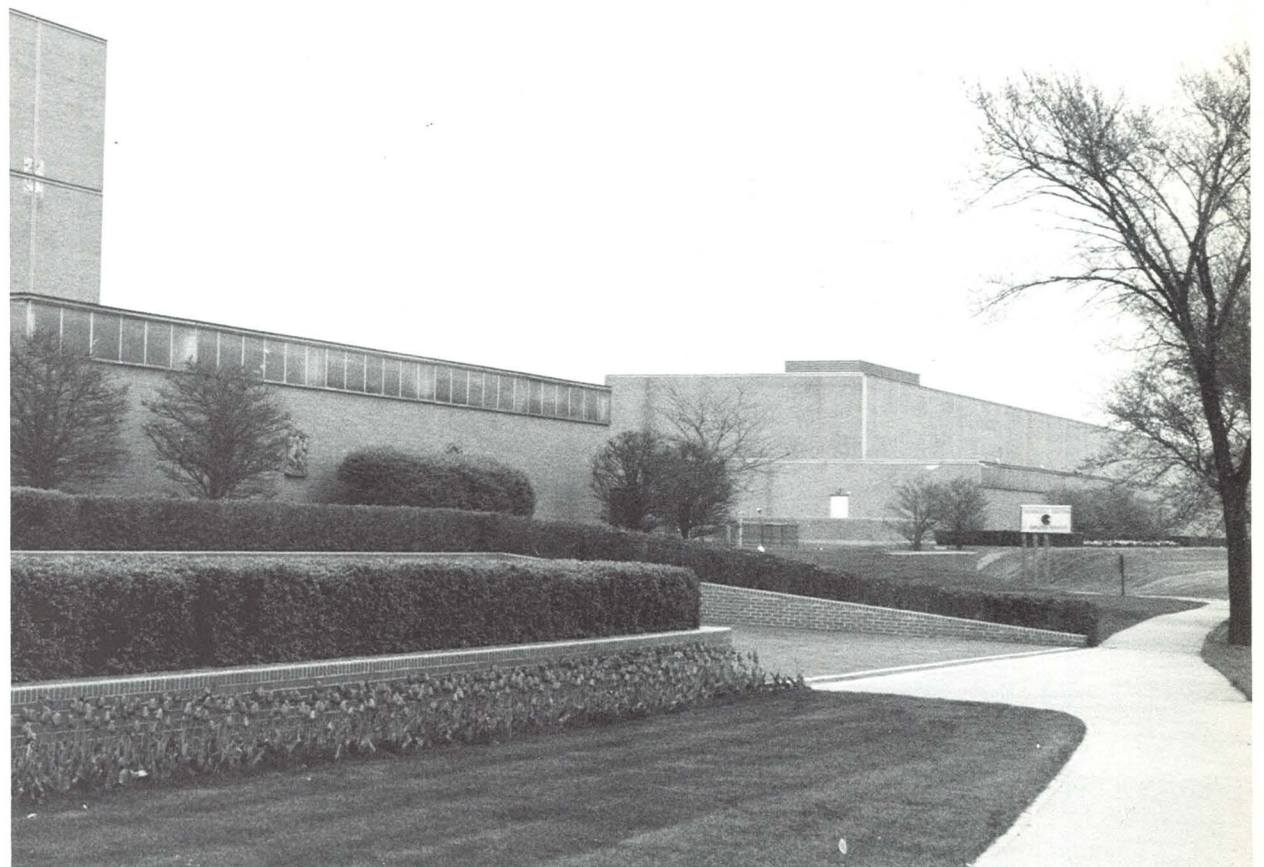
intersections and providing necessary off-street parking space and land for some residential development and community facilities. The 79th Street intersections with Halsted Street and Racine Avenue are particularly old and deteriorated, with numerous vacancies, and many desirable businesses have been replaced by marginal ones.

Within the Mid-South, commercial areas on Racine Avenue and Halsted Street, and south of 71st Street on Vincennes and Ashland avenues are all in need of improvement. The maintenance of business and professional offices which can meet the needs of local residents is vital in each community. Again, public and private efforts should be coordinated to achieve this goal.

The southwestern section of the Development Area now lies within the trading area of Ford City Shopping Center, a regional center at 76th Street and Cicero Avenue. The center was opened some two years ago on the site of a major industrial plant. It contains 82 stores, including two department store branches.

The special service uses and automobile dealers which line Western Avenue are in good condition. Concentration of such uses in special services districts where comparison shopping would be facilitated, and traffic movement would be improved, is proposed in the *Comprehensive Plan*.

This aerial view shows work on the Department of Urban Renewal's Central Englewood Project at 63rd Street and Halsted.



Attractively designed and landscaped industrial plants such as this are quite compatible with neighboring residential development.

Industry

The Mid-South Development Area contains all or part of five industrial districts, two of which are major employment concentrations.

The Ashburn-Forest Hill industrial district, which lies along the Belt Railroad, was one of the largest in the city in 1963. The eastern and central sections of this district lie within the Development Area. The eastern section, between Western and Racine avenues, was built up between 1910 and 1920. The age of its structures, the fairly heavy traffic generated by the plants, and the amount of land devoted to trucking centers and warehousing uses have undesirable effects on the surrounding residential areas. The central section, from Western Avenue to Central Park Avenue had its main period of growth from the mid-1930's to the 1950's and the well-designed plants here are relatively light traffic generators and make more acceptable neighbors.

The Gresham industrial district to the west of the Dan Ryan Expressway and south of

83rd Street is identified by the *Comprehensive Plan* as a private initiative opportunity area where demonstrations of the more efficient use of the older buildings and the development of a high quality in new building and site design might be achieved. In 1963, this area contained over one hundred structures, some dating from the 1880's. The main period of growth was during the 1920's. Further development took place after 1940 and there are still several vacant tracts where expansion could take place. Any new development in this area should stress the removal of several pockets of industrial blight which exist along the rail lines, and should incorporate design standards which would contribute to the environment of the district and of the surrounding area. New developments should also raise the ratio of workers per acre which, like the building coverage and the ratio of manufacturing floor space to site

area, is presently low.

The remaining three industrial districts are small and have grown little since 1930. They lie along 59th Street at Western, Ashland and Lowe avenues. The developed industrial land in each of them is intensively used and employment densities are quite high. However, in each of these districts, non-industrial uses are inter-mixed.

The projected construction of the Crosstown Expressway, in an alignment in the Mid-South Development Area which is yet to be determined, will serve the supply and distribution needs of the industrial districts in the area.

Transportation

The *Comprehensive Plan* cites five major elements that form the framework for transportation planning in the Mid-South Development Area:

1. The construction of the Crosstown Expressway;
2. The provision of public express transit facilities in the rights-of-way of the Crosstown and Dan Ryan expressways and Western Avenue;
3. The development of an efficient system of major streets and secondary thoroughfares;
4. The de-emphasis of diagonal streets;
5. The elimination of at-grade railroad crossings with the streets in the Development Area and the consolidation of rail freight facilities and yards.

The Crosstown Expressway will be con-

Rail and truck access to industrial plants, often blighting features, have been handled well here.



structed in an east-west right-of-way through the Mid-South Development Area. The route is currently under study, and alternative alignments have been proposed for 63rd Street and the C&W.I./N&W rail right-of-way at 75th Street. The Crosstown corridor of high accessibility would tie into the Dan Ryan Expressway and Chicago Skyway on the east, and would turn near Cicero Avenue, running past Midway Airport north to a junction with the Kennedy and Edens expressways on the northwest side of the city.

The Crosstown corridor will include provisions for the construction of an express transit line. The Dan Ryan rapid transit in the expressway median strip is under construction and will extend to 95th Street. Rapid transit services are also recommended for the 63rd Street and Western Avenue corridors of high accessibility. The

Mid-South Development Area is further served by commuter service on the Norfolk and Western and the Rock Island railroads. Supplementing the expressway and transit systems, which move people and goods through the framework of the whole city, is the major street system. Major streets at one mile intervals, with secondary streets at the half-mile, are the basic elements. The major streets would carry through traffic, and the several half-mile streets in the Mid-South would collect and distribute traffic between major streets and local streets, keeping neighborhood streets free from through traffic.

The following streets in the Mid - South Development Area are recommended in the *Comprehensive Plan* for upgrading to major street status: 55th Street, 63rd Street, 71st Street, 79th Street, and 87th Street running east-west, and Cicero Ave-

nue, Pulaski Road, Kedzie Avenue, Western Avenue, Ashland Avenue, and Halsted Street running north-south. The diagonal, Columbus Avenue, should be de-emphasized as a through street to alleviate the traffic congestion at its intersections with the major street system.

Seven railroad lines cut across the Development Area, presenting safety hazards to pedestrians and vehicles and creating major barriers to movement of both pedestrian and motor traffic. At several grade crossings, pedestrian and vehicular traffic is brought into direct conflict with railroad operations. These crossings should be separated by level as soon as possible so that both safety and the smooth flow of traffic are improved. Long-range objectives should also include consolidation of rail services and functions to free as much land as possible for redevelopment and re-use.

Grade crossings such as this one produce traffic conflicts and detract from the residential environment.



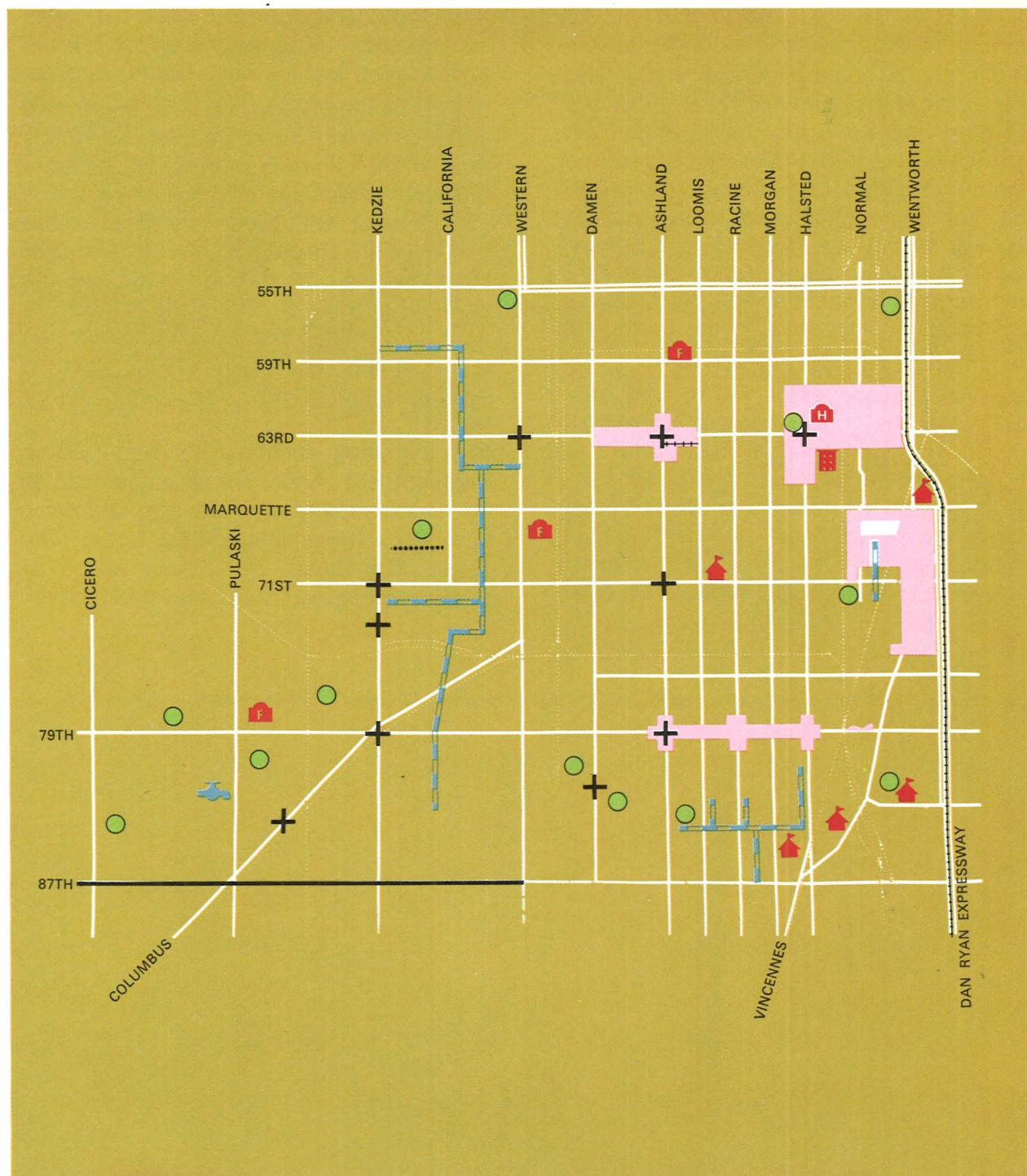
Major Capital Improvements in The Mid-South Development Area

The map illustrates major projects included in the 1967-1971 *Joint Capital Improvements Program*, as well as a number of additional projects scheduled since completion of the report. The Capital Improvements Program covers a five-year period and is revised annually and submitted to the Chicago Plan Commission for approval. The Plan Commission, under the inter-agency planning referral procedure, also reviews each project prior to construction to insure that projects are in conformity with the *Comprehensive Plan of Chicago*.

The projects identified on the map are at three different stages of development: projects recently completed, projects underway, and projects proposed within the next five years. Some area-wide projects, such as the recently completed comprehensive alley lighting program, are not mapped.

The projected east-west leg of the Cross-town Expressway is not shown on the map because the actual alignment has not been determined.

There are various major studies currently underway in the Mid-South Development Area: street improvements on Kedzie Avenue at 71st and 73rd streets, and 79th Street at Kedzie and Columbus avenues, and Department of Urban Renewal conservation projects at East Central Englewood, 79th-Racine and 63rd-Ashland. In addition, several public agencies have initiated city-wide development plans which will result in additional recommendations for improved public facilities and services in this area.



Street Improvement



Intersection Improvement



Street Lighting



Rapid Transit Extension



Water Pumping Station Improvement



Sewer Improvement



Health Center (New)



Community Improvement



Park Improvement



School Improvement



Public Housing



Fire Station (New)



Environmental Patterns in the Mid-South Development Area





The illustrations on this page show how the recommendations of the *Comprehensive Plan* might affect the future development in the square mile north of 87th Street and west of the Dan Ryan Expressway.

The existing land uses include a part of the Gresham industrial district, two rail lines and rail yards, a residential neighborhood and an area of mixed industrial and residential development. A diagonal street, Vincennes Avenue, runs through the area. Alternative A proposes that the area east of Birkhoff and Parnell avenues and south of 83rd Street be developed for industry. Industry scattered in residential areas south of 83rd Street would be phased out or relocated to the industrial district, and a buffer zone between industry and residences would be developed. The residential neighborhood south of 83rd Street would further benefit from the de-emphasis of Vincennes Avenue and the construction of a new elementary school at Kerfoot and Vincennes avenues.

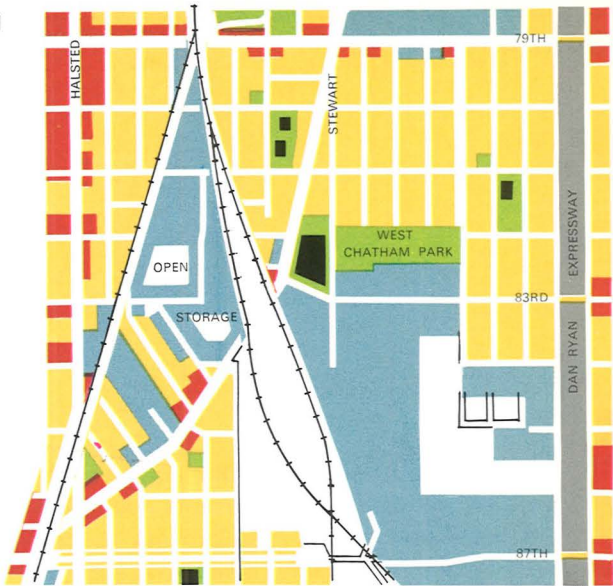
To the north of 83rd Street the site of Neal Simeon Vocational High School would be expanded to accommodate additional building space and to link the high school to Wescott Elementary School to the north. The residential environment would be improved by the further de-emphasis of Vincennes Avenue and the addition of some local park space.

In Alternative B the area north of 83rd Street would be treated as described in Alternative A, with the expansion of the high school site and the closing of Vincennes Avenue. South of 83rd Street the development of industrial areas would focus on the area northwest of Vincennes Avenue. Residential redevelopment would be appropriate for the large underused rail yard. A green mall would link the school with this residential area, and Vincennes Avenue would remain open as far south as Halsted Street to serve the industrial plants north of it.

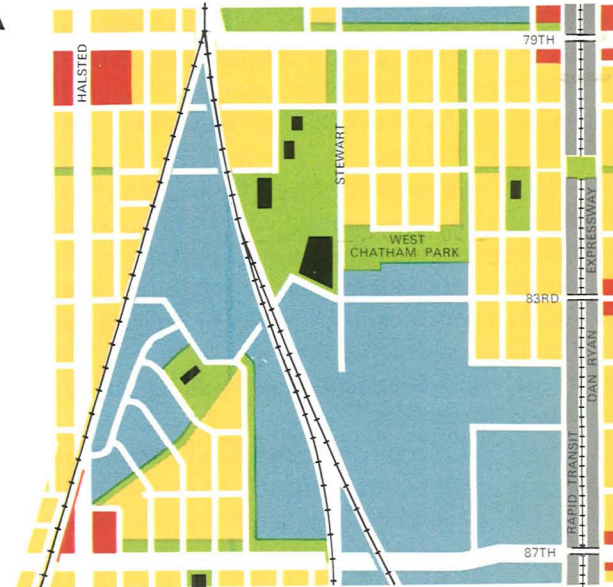
Improvement of housing conditions, better screening of industrial activities, the removal where possible of open storage areas, consolidation of commercial strips and the linking of open spaces and community facilities by park malls are recommended in each alternative.

Residential	
Institutions and Parks	
Business	
Industry	

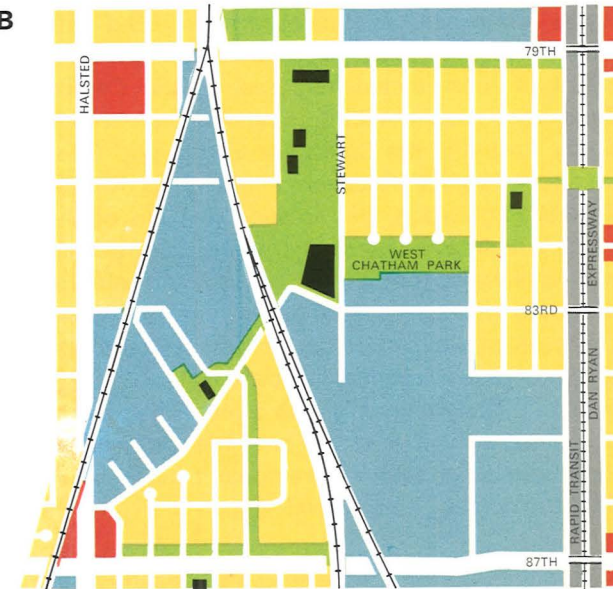
Existing



Alternative A



Alternative B



Summary

The illustration opposite this summary presents an overview of the major concepts identified through the Development Area process at this stage. This makes it possible to see how each of these ideas contributes to the design of the total fabric for the Mid-South Development Area:

A. Residential areas to the west of Western Avenue and west of Ashland Avenue to the south of 71st Street are generally in good condition. These neighborhoods require continuing attention to maintenance. Present densities and building types should be retained when replaced by new private construction.

B. Residential areas north of 71st Street and east of Western Avenue need attention to rehabilitate or replace deteriorated housing. In instances where more than code enforcement is required, private redevelopment activities should be encouraged and coordinated with public programs. This area also is in need of expanded community facilities and service programs.

C. There is a need for intensified code enforcement and building maintenance programs in the residential neighborhoods south of 71st Street and east of Ashland Avenue.

D. The Department of Urban Renewal has designated five square miles of the greater Englewood community as a Conservation Area. Within the boundaries of this area four sub-areas have been established for specific study: the Central Englewood Conservation Project around 63rd and Halsted streets, the East Central Englewood Conservation Area immediately east of the Central Englewood Area, the 63rd Street-Ashland Avenue Study Area and the Southeast Englewood Conservation Project. Redevelopment plans for the Central Englewood area include revision of the traffic circulation pattern, the provision of pedestrian walkways through the area, the provision of adequate off-street parking facilities and other improvements aimed at the general revitalization of this regional commercial center. The Department of Urban Renewal's 79th Street-Racine Avenue Study will serve as the base area of analysis for rehabilitation and redevelopment activities in this deteriorated commercial strip.

E. Communities to the east of Western Avenue

are deficient in local recreational or open space. Priority should be given to the provision of recreation areas and facilities in these communities, particularly in Englewood where densities are higher than in the remainder of the Development Area.

F. Marquette Park should be better related to the residential neighborhoods surrounding it. Particular emphasis should be placed on linking local schools to the park and on providing improved pedestrian access and circulation.






G. Industrial development has occurred in a pattern of elongated strips along railroads in this Development Area. These areas should be consolidated as much as possible to remove industrial-residential conflicts and to provide space for industrial expansion and parking.

H. Mile and half-mile streets are to be upgraded to primary and secondary thoroughfare standards as recommended in the *Comprehensive Plan*. This program will help to eliminate through traffic from the local residential streets. Street widening in certain places will be used to remove obsolete and deteriorated commercial frontages.

I. The east-west leg of the Crosstown Expressway is expected to increase the development potential of the Mid-South Development Area. Job opportunities offered by industry and other activities will be made more accessible by the expressway and associated express transit extension. The map to the right illustrates one possible alignment in which the expressway follows the Belt Railway at 75th Street as far as the Dan Ryan Expressway. The Englewood rapid transit line extension is shown in a 63rd Street corridor.

The maintenance and modernization of schools and the addition of needed playground space are important in meeting contemporary community needs. In every area of community service — recreation, education, public safety, environmental health and social services — program improvements that are tailored to meet the needs of people must also continue. In the Mid-South Development Area, such improvements should include facilities and programs to meet the needs of youth and provide more effective services for presently disadvantaged groups.

Planning Framework Mid-South Development Area

Residential	
Business	
Industrial	
Park	
Institutional	

A Community Maintenance

B Code Enforcement, Improved Community Facilities and Services

C Code Enforcement

D Commercial Consolidation and Renewal

E Recreation and Open Space Additions and Improvements

F Major Inland Park Improvements

G Industrial Consolidation

H Major Streets Improvements

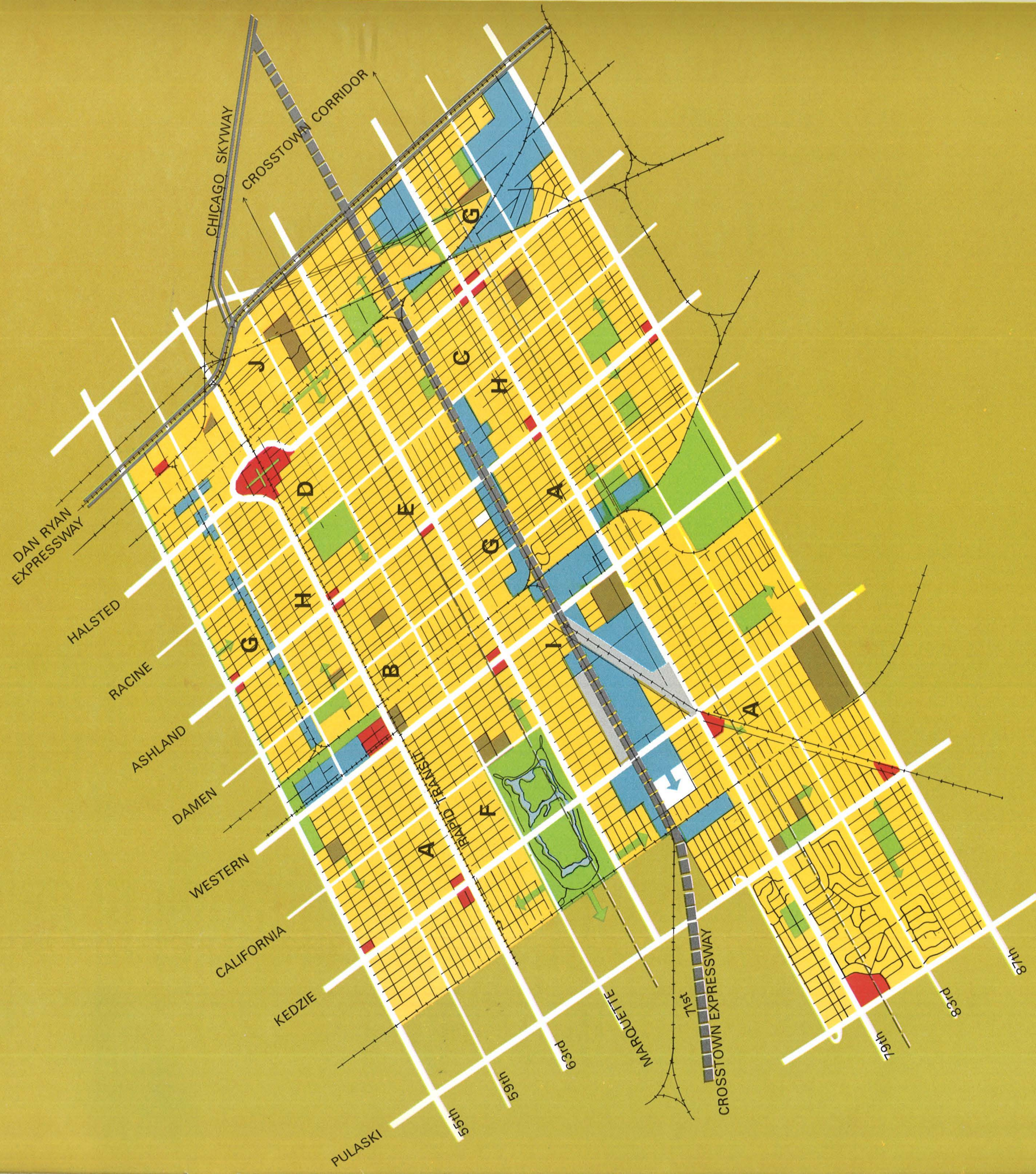
I Crosstown Corridor

The diagrams on the overleaf show two of the possible alternative routes for the Cross-town Expressway. A third is shown in the Planning Framework.

In Alternative A, the expressway and express transit are combined in an alignment along 63rd Street as far as the business center at 63rd and Halsted streets, at which point the expressway branches southeast to connect with the Chicago Skyway and the Dan Ryan Expressway.

In Alternative B, the expressway and express transit are combined at 75th Street as far as Western Avenue to serve potential development in the Ford City area. At this point the express transit line runs northward to 63rd Street and joins the existing Englewood rapid transit line, while the expressway continues eastward to connect with the Dan Ryan Expressway and the Chicago Skyway.







ALTERNATIVE A



ALTERNATIVE B

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and expanding these relationships in
the future, as Development Area
proposals are reviewed.

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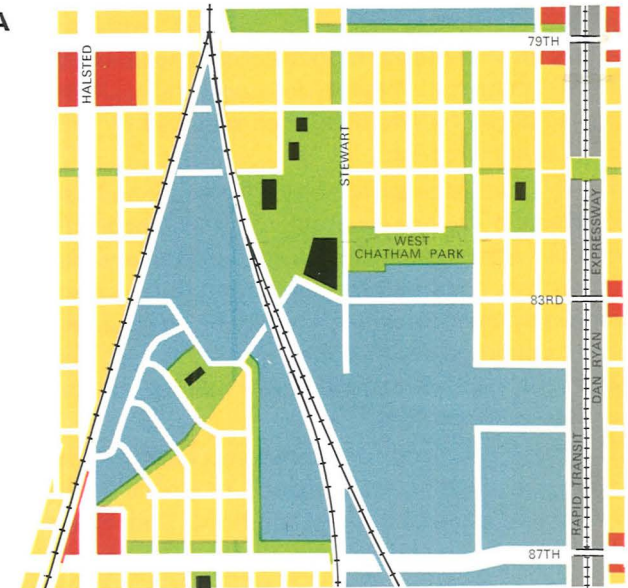
Residential

Institutions and Parks

Business

Industry

Alternative A



Alternative B

